

WEATHER INDICATIONS.

Fair and continued cold today and tomorrow; brisk to high northwesterly winds.

Number 2777.

TWENTY-SEVEN MAY BE DEAD.

Raft and Three Boats of
Walla Walla Missing.

KNOWN THAT SIX PERISHED

Officers Prevent Confusion and Give
Preference to Women.

COLLIDING BARK DISAPPEARS.

Plight of Passengers Before Picked Up by the Dispatch-Story of Accident as Told by Captain Hall, Who Went Down With His Ship—One Raft Craft Swamped

EUREKA, Cal., Jan. 3.—The Pacific Coast Steamship Company steamer Walla Walla was run down and sunk off the Mendocino coast yesterday morning by an unknown four-masted French bark, and it is thought that fully twenty of the passengers and crew lost their lives.

Twenty-Seven Missing.

There were about sixty-four passengers on board, and a crew of eighty. Of these, all except twenty-seven have been accounted for. One life raft, and three boats have not been heard from, and these may contain some of the missing.

One boat reached Trinidad, Mendocino County, and reported the following six drowned, when the first boat was swamped.

JOHN WILKINSON, quartermaster.
WILLIAM MARTIN, bosun.
L. DIBBLE, passenger.
Three unknown men.

The steamer was bound from San Francisco to Victoria. On Thursday morning a heavy fog set in and the sea was rough. At 4:10 o'clock the bark crashed into her and at once she sailed away.

No Panic on Board.

The passengers were all asleep at the time of the accident. Captain and officers kept fine order and gave the women preference. Perfect discipline prevailed, and all the boats and rafts got away except two, which were broke by coming in contact with the wreckage.

The steamer remained floating for thirty-five minutes. Then she went down, carrying Captain Hall and a number of officers and crew who stuck to their posts to the end. The captain came up and was saved by a life-raft, though badly bruised. Most of the boats and rafts were picked up by the steamer Dispatch and landed at Eureka.

Captain Hall's Story.

Some of the survivors were for twenty-four hours in open boats, and were badly exhausted from exposure, as the waves broke over them constantly. Captain Hall, of the wrecked steamer, tells the best story of the disaster. He said today:

"We left San Francisco Wednesday, bound for Victoria and Puget Sound. The weather thickened as night advanced, and on Thursday morning a heavy fog, accompanied by a light rain, set in. About 4:10 o'clock I was suddenly awakened by an awful crash on the port side, well forward. The second officer, Luke, was on watch.

Bark Drifted Away.

"The housing, especially in the vicinity of my cabin, was badly shattered. My bunk was struck and thrown across the room onto my table. After the crash the vessel, which I think was a French bark, judging from the language used by her sailors, rebounded and scraped along-side.

"I called to her to stand by, but she drifted away and was soon lost to view.

"I could not tell, however, how badly she was injured, but I do not imagine she was severely hurt, as she struck us bow on and though her forward rigging might have been broken it is not likely her hull suffered materially. Those of the passengers who had not been awakened by the crash were aroused at once.

Began Firing at Once.

"The vessel began to fill immediately, and she sank in thirty-five minutes. There was no great confusion on board, the officers and crew keeping passengers from being panic-stricken. The crew was immediately ordered to man the life boats and rafts. An effort was made to save the baggage also.

"This was given up, however, the vessel filling at such an alarming rate that no thought was given for anything except the safety of the passengers. I gave orders to have the port bellows blown out, it being necessary to give the vessel a list to keep the gaping hole in her side out of the water.

"After a few moments all the life boats and rafts were out, with the exception of two, which were smashed. One of these boats contained nine or ten passengers.

Went Down With Ship.

"All were thrown into the water, but managed to board the life-raft, which had been launched a few minutes previously. The second boat was smashed by striking a heavy object in the water, but all the passengers were rescued by another life-raft.

"I went down with the ship. After I had gone down some distance the social hall deck broke off and I rose to the surface with it. Sighting the life-raft, I succeeded in reaching it after a hard struggle. We floated about nearly all day, and early in the evening were picked up a few miles to the north of the wreck by the steamer Dispatch."

Lives Lost.

Assistant Engineer Brown's boat reached Trinidad after being swamped three times by the heavy sea. At each time some one was lost and although the boat had thirteen in her when she left the ship, it reached Trinidad with only seven.

The condition of the women on the life-rafts with Captain Hall and in the boats was pliable, as they were but thin-skinned. One woman, in a red shirtwaist by one woman, with which he tugged in the steamer Dispatch.

The Walla Walla was one of the best-known passenger ships on this coast. She was an iron steamer, built by Roush in

1882, and used as a steamer. After seven years' service she was converted into a passenger steamer. Her value is \$250,000. She is insured for \$300,000. Her cargo was worth about \$200,000.

WERE ON THE WALLA WALLA.

SIXTEEN OF THE SCATTER PASSENGERS ACCOUNTED FOR.

SEATTLE, Wash., Jan. 3.—Out of the total of thirty-nine passengers on the Walla Walla, bound for this city, sixteen are accounted for, as follows:

A. H. SELT
Mrs. TIMMONS
Mrs. WILLIAMS
Mrs. MCGOWAN
Mrs. ROBERTSON
J. MILLER and wife
F. DAUGLASS
D. STEIN and wife
W. P. SANDERSON
JAMES CANON
J. C. COOPER
C. GLEASON
G. HEGESEN CLAWSON.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for a commander, who was one of the most skillful navigators on the coast, and recently saved the British ship Nelson and crew.

The steamer Walla Walla was making her three hundred and thirteenth voyage between San Francisco and Seattle. She had been considered the most fortunate ship in the Pacific coast trade, having had but one trifling accident on Puget Sound which delayed her only a few hours.

She was to have been changed to a collier, and arrangements were made for